

Keywords: Miracle Carburetor, Re-vaporizing Carburetor, Doubles Gas Mileage, Door County, Sturgeon Bay, Chris Lockstein

Christian E. Lockstein Dec 24, 1905 - May 16, 2002

Born: Gillett, WI

Lived in Clintonville

Moved to Sturgeon Bay 1943

Employment:

Four Wheel Drive Auto Co. (Clintonville)

Atlas Conveyor Co. (Clintonville)

Smith Shipyard (Sturgeon Bay)

Peterson Service Station (Sturgeon Bay)

Algoma Plywood (Sturgeon Bay)

Christy Corp (Sturgeon Bay)

Telegraph Lineman for the A. & W. Railroad (Sturgeon Bay)

Married Emma M. Deering in July 28, 1937. She was born, June 13, 1918 and passed away June 10, 2012

Children:

Nancy Renier - Green Bay

Dennis Lockstein - Forestville

Inventor Claims Startling Mileage on Carburetor

A "re-vaporizing" carburetor, the designing of which began back in 1943, may prove to be a literal bonanza for its inventor, Christ Lockstein, a current part time employee of the Christy corporation and also a telegraph lineman for the A. & W. R. R.

At the moment, equipped with a patent from the federal government with additional patents pending, Inventor Lockstein is negotiating with Detroit interests to manufacture the accessory and market it.

Unlike many "carburetors" that have been invented from time to time, the Lockstein carburetor works, according to those who have tried it. It is reported that recently on a 1942 Buick, operated by one of several Detroit engineers interested in the product, a gallon of gasoline drove the vehicle 63 miles.

65 Miles Per Gallon

Mr. Lockstein, himself, drives a 1938 Hudson, equipped with one of his carburetors, and he claims 65 miles to the gallon. Formerly he was getting 23 miles with a standard carburetor.

The Lockstein accessory was also tried on a 1918 Buick getting 11 miles to the gallon, and it immediately boosted its rate to 34 miles per gallon.

Also having a model for tractors, Mr. Lockstein tried it on a Fordson at Gillett with much success. He says it doubled the power and consumed half as much gasoline.

Likes Sturgeon Bay

Although Mr. Lockstein was born in Gillett, Wis., his feeling for Sturgeon Bay is clearly indicated in his desire to make his product here, but he may have to alter his plans, he says.

He came here in 1943 and was employed at the Smith shipyard until the company was inactivated last year. Since that time he has been at the Peterson Service station and the Algoma Plywood company, going to Christy's last fall.

Mr. Lockstein appears to be one of those master mechanics, excelling in a number of skilled trades. Besides being able to invent, he

(Continued on page two)



INVENTOR LOCKSTEIN

CARBURETOR

(Continued from Page 1)

mechanical devices, he has a working knowledge of electricity, refrigeration and radio and has a commercial pilot's license, having 386 hours of flying time to his credit. He is 42 years old.

Engineering Feature

The Lockstein carburetor has a number of unique engineering features — probably too technical for the laymen to understand. Fundamentally, however, the process is a "revaporizing" one which uses all of the gasoline instead of just about 20 per cent, as Mr. Lockstein claims is all the standard carburetor burns. An electrical unit built into the local inventor's accessory assists in this "revaporizing" process.

For marketing purposes, the carburetor will be built in two units — the carburetor itself and a base for the respective models of automobiles, to which the actual carburetor will be attached, eliminating building an entirely different carburetor for each model car.

April 26, 1948

Carburetor Inventor Says Old Car Goes 65 Miles on Gallon

Special to Press-Gazette

STURGEON BAY, Wis. — With the current gasoline shortage, many a man has dreamed of a stretcher or some gadget to increase gasoline mileage, but Sturgeon Bay claims a man whose dream along those lines has come true—with patents granted and production under way.

Christ Lockstein, 42, has patented a vaporizing carburetor which is being manufactured by the Ford Motor company for its cars and tractors. Unwilling to sell the rights, or to grant a monopoly on its manufacture, Lockstein retains all rights and is taking contracts on a royalty basis. Big oil companies have offered him what he considers a "fortune" for the carburetor, but he has turned them down in favor of actual manufacturers.

A Milwaukee firm that makes tractors is in the dickering stage, and a group of Milwaukee men are considering a plant to be erected in Sturgeon Bay or Sawyer, to manufacture the accessory for cars already on the road.

"65 Miles Per Gallon"

Tests of the invention, "dreamed" in 1934, began in 1943 and patented in 1945, have been extensive and conclusive. In his own 1938 Hudson, Lockstein declares he has upped his gas mileage from 23 miles on a gallon to a consistent 65 miles with the new accessory, which has not yet been given a trade name. A fellow worker here in the shipyards, Frank Thourdort of Lincoln, Neb., installed one in his 37 Chevrolet and upped his gas mileage from 24 to 66.

Originally from Gillett, where he was an electrician and an electric lineman, Lockstein came here in 1943 to work in the L. D. Smith Shipbuilding company. Following the shutdown of that business, he worked for the Peterson Oil company in Sawyer, then Algoma Plywood, and is now a telegraph lineman for the Ahnapee and Western railroad.

At home in his garage at 907 E. Georgia, his most faithful assistant is his 10-year-old son, oldest of three, and the father says his boy can "explain a great deal" of the workings of the carburetor. John Kettenhofen, a former Green Bay accountant, is assisting Lockstein with the business side of his work, as does a Washington patent attorney.

Appleton Post-Crescent 25
Thursday, July 29, 1948

Claims New Carburetor Will Give 65 Miles For Gallon of Gas

Clintonville—Chris Lockstein of Sturgeon Bay, former Clintonville resident, has been calling on old friends and associates in Clintonville, in the interests of an invention he recently perfected. He claims to have invented a carburetor that will give 65 miles to a gallon of gasoline and also that it will increase the power of the engine.

Lockstein was employed by both the Four Wheel Drive Auto Co. and the Atlas Conveyor Co. during the years he spent in Clintonville. He said he was leaving for Washington, D. C., to sign a contract with the government. His object in coming to Clintonville was to interest local concerns in his invention. He stated that it had been demonstrated in Milwaukee and that it had been pronounced satisfactory.

Miracle Invention?

Door County Man Claims Gas-Saving Device

BY DICK KARBON
Press-Gazette Staff Writer

STURGEON BAY — Since the infancy of automobiles there have been alleged "miracle" inventions.

Such as:

Mini-superchargers guaranteed to boost horsepower... spark plugs which never need replacing... additives to make batteries last forever.

You can find these and more in many mail order auto parts catalogs.

One of the most popular of the miracle invention stories is about the gas-saving carburetor.

Usually there is this fellow — his name unknown, of course — who in his garage workshop miraculously stumbles onto a method of doubling gas mileage by merely bolting on his secretly designed carburetor.

Trouble is, however, the carburetor never makes the marketplace because auto manufacturers or oil companies pay him off, or so the stories go.

Each miracle mileage story makes the rounds for a while and then fades into oblivion, the inventor never identified but now supposedly living in comfort some place in the South Seas.

Well, here's one of those tales which breaks a bit from the norm.

Chris Lockstein, a quiet, trim, 73-year-old backyard tinkerer from Sturgeon Bay,

says he has such a gas-saving carburetor. And he plans to market it. Some day.

Lockstein's story follows the pattern of many other "miracle" inventions. He says he was paid off not to market the carb for the past 30 years but now his agreement has expired.

Door County Advocate newspaper files indicate in 1948 Lockstein indeed did invent something — allegedly a "re-vaporizing" carburetor.

Lockstein said he patented the invention and has a patent number. The U.S. Patent Office at Washington, D.C., says it has no record of it. To that, Lockstein replies, "The patent expired in 17 years but I still have patent pending rights."

"The average carburetor gets only 25 percent efficiency," he said. "The other 75 percent goes out of the exhaust."

"I'm running what you're wasting. And I'm only getting 65 percent efficiency. It could be even better."

Lockstein said after he patented his invention he was approached by two men "who told me if I would come out with it, they would drive me out. They said if I wouldn't put it on the market they would give me something for it."

"I started experimenting after the war, back in 1946," said the retired railroad employee and backyard mechanic who lives in a small, modest house on Georgia Street.

"I tried it on my car and on some cars of friends I could trust."

"The two fellas claimed they were from an oil company. They mentioned Standard and Exxon. They said they would take care of me."

Lockstein said he signed an agreement with those men and each month for the past 30

years one of them came to his house in Sturgeon Bay and gave him a small amount of cash.

"It wasn't much," he said. "But it was always cash, no checks. They figured the public shouldn't know about it."

Lockstein said his agreement expired at the end of May.

But he still doesn't like talking about it. He said he is worried about patent rights and someone imitating his invention.

Lockstein isn't looking for publicity. His mysterious tale of the miracle carburetor came to light recently only because Algoma and Sturgeon Bay newspapers stumbled across him while working on their "30 Years Ago" columns and pressed him for a story.

Lockstein said he recently received a letter from Sen. William Proxmire regarding his invention. A member of Proxmire's staff admitted there had been some contact with Lockstein.

The Department of Energy attempts to monitor potential fuel-saving devices.

Elderly brothers Albert and John Csonka of Buffalo, N.Y., last summer managed to get nearly \$200,000 from the federal government to continue their research on a new carburetor.

The refugee brothers, 78 and 80, fled Hungary in 1948.

The Csonkas' carburetor operates with fuel being fed into combustion cylinders on an almost supersonic flow of air through hundreds of tiny holes in a hollow tube.

Lockstein said the "principle is similar (to his), but not the main part."

If indeed Lockstein has a miracle carburetor capable of doubling gas mileage he could be sitting on a gold mine.

"Money's not the main thing," said the Bible fundamentalist who has been described as a deeply religious man.

"Ford was interested in it at the time I took the patent out," he said.

"But they only wanted to put it on Ford cars. I wanted it for all cars."

Lockstein admits his agreement with "the two men" has expired but he still won't discuss details of his contract or even tell any names.

"I just wouldn't want to give out any information at this time," he said.

Lockstein merely says some day he may try to mass produce the carburetor.

"I've been busy," he said. "I haven't thought much about it lately."



Press-Gazette Photo by Ken Behrend
Inventor Chris Lockstein Leans on Door to His Workshop